

IN SOLID PHALANX AGAINST SETTLER

On Tuesday, January 22nd, Mr. Turritt, M.P. for Assiniboia, moved on the question of supply. "That the Minister of Customs, in granting a duty of five per cent on sawed planks, boards, joists, scantlings, studs and other lumber, dressed on one side when the edges thereof are neither jointed, nor squared, nor grooved, violating the Customs Act, and unduly and illegally imposing a heavy tax on the people."

In the debate which followed, Mr. Oliver, M.P. for Edmonton, spoke as follows:—(Hansard report.)

Mr. Oliver—I wish to make a few remarks on the general question, but before doing so I would like to give my opinion with regard to the validity of the regulation of the customs department on the question of jointed lumber. When the regulation was made, it was a question of jointed lumber on one edge is dutiable, it purports to say that lumber which is partly dressed on one edge is jointed lumber. In my humble opinion, when the lumber is only partly dressed on one edge it cannot be jointed lumber.

Mr. Oliver—I wish to say another word on the question of jointed lumber. The main reason why it is only partly dressed or jointed lumber will import the lumber in the rough, and dress it afterwards to suit his purpose and, therefore, will get it duty free. But also men who only require lumber for the purpose of building a common shack will import it ready for use, and under the ruling of my hon. friend, it will be duty free.

Mr. Oliver—I do not wish to take up the time of the House, I repeat that the man who wants to use lumber in the higher classes of work will import the lumber rough and dress it here. Because he requires it to be highly dressed for the purpose for which he requires it, and therefore he cannot buy it in that condition from the mills. Is that plain?

Mr. Oliver—Then the man who only wants to build a primitive shack, but wants to have the joints as tight as may be, will buy rough lumber, which, under the minister's regulation, will be called "jointed lumber," and will pay the duty.

Mr. Oliver—If the hon. gentleman had done me the honor to listen to me at the beginning of my remarks, he would understand. I said that in my judgment, lumber which is only partly dressed on one edge, cannot be the nature of the jointed lumber.

Now, I wish to refer to some remarks made by my hon. friend from Kootenay (Mr. Goodwin), and also some remarks made by my hon. friend from New Westminster (Mr. Taylor), in which they pointed out the great sympathy they have for the settlers on the prairie, and how the settler on the prairie was not going to suffer by reason of this imposition by the Minister of Customs. We are thankful to these gentlemen for their sympathy. We are willing to do business with them as a business.

business, all that we want is a square deal. We are Canadians just as they are Canadians, and we want to build up Canada. But we do not want the lumber industry of British Columbia to get what is not a square deal out of the people of the prairie. It was not the late government that made rough lumber free, it was the government of which the Minister of Trade and Commerce (Mr. Foster) was a member.

Some hon. Members—Hear, hear, Mr. Oliver!—They made rough lumber free because, though they were a protectionist government, they found that the burden that was laid upon the prairie settler by reason of the duty upon lumber as it had been up to that time was such as to deter the settlement of the prairie, and the progress of Canada. In the interest of the country at large they made rough lumber free.

And when the Minister of Customs makes a change in the regulations whereby he imposes a duty upon what was formerly free, he is imposing a burden upon the settler. Now, placing a deterrent upon the settlement of the prairie, upon the prosperity of this country, and the prosperity of the lumbermen of British Columbia as well.

Mr. Bradbury—Does the hon. member (Mr. Oliver), with the House to infer that it is what the hon. minister has done?

Mr. Oliver—That is exactly what I want the hon. minister to infer. That is what I am going to vote on.

Mr. Goodwin—When the government of which the Minister of Trade and Commerce was a member, made rough lumber free, at the same time they made planed and dressed jointed lumber dutiable, and that stands today just as rough lumber stands free.

Mr. Oliver—Sure. And I assume that the interpretation of these words stood from 1874 until 1911—under the government of which the Minister of Trade and Commerce was a member, but as under the government and by the present leader of the opposition (Mr. Taylor), it is now jointed lumber, and it is now jointed lumber.

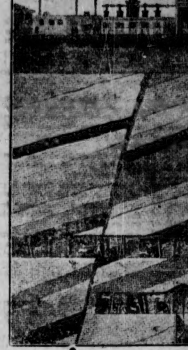
Mr. Oliver—The hon. gentleman came down here last night, like the wolf on the fold, flushed with the victory of the 21st of September, full of the idea that to the victors belong the spoils, and with the idea that this settler today is paying the price.

Now, what does it amount to? It means that the difference in the duty on lumber that builds the settler's shack cannot amount to much. If it cannot in the individual case, for if it did it would prevent the settler from building his shack. In the year ending March, 1911, the quantity of lumber imported into Canada duty free was 19,513 thousand feet. The value was about three and a half million dollars. The object of our friends, as they have declared here, is to bring the lumber under duty.

Mr. Oliver—Not under this section from Kootenay and my hon. friend from New Westminster declared themselves distinctly and emphatically in favor of putting a duty on rough lumber as well as on planed lumber. Now, what would it mean to the people of Canada, the users of lumber, if these hon. gentlemen were to carry their point? Twenty-five per cent on three and a half million dollars is \$1,875,000.

Mr. Goodwin—Just that I may not be misquoted, I desire to say that, clearly stated, speaking for myself, in order that they might be no future misunderstanding, that I would like to see lumber dressed on one side dutiable, but not rough lumber. I made no such statement as the hon. gentleman (Mr. Oliver) attributes to me.

Mr. Oliver—At the last we have the hon. gentleman's words now that he declared himself emphatically that certain lumber which shipped came in free should now be dutiable. And he knows, as do others who are familiar with lumber, that of that three and a half million dollars worth, probably thirty per cent, come in that condition. Besides that he declared himself in favor of a protective policy, for building up the interests of British Columbia at the expense of the prairie settler.



HOW THE MILLION BRITISH MINERS WORKED before they went on strike. The coal seams of a mine and how the black diamonds are brought to the surface. The seams beneath run diagonally, being tapped by horizontal workings, in which men and ponies or mules are working. Up to the time of striking the pay for fullledged miners was in some cases not more than three shillings per day of ten or twelve hours.

Mr. Goodwin—I do not like to interrupt the hon. gentleman again, but I must say that unless there are further figures which he has not yet placed on "Hansard" he has not proved his case. He has made the bold statement that if certain ideas to which he has alluded were carried out it would mean so much money. What I want is the figures on which he makes his deduction.

Mr. Oliver—My statement was that, that in the year 1911 there was 19,513,000 feet of lumber imported into Canada, duty free. My hon. friend will find that in the Trade and Commerce Report. It is also stated in the same report that the value of that lumber was something over three and a half millions. Now 25 per cent of that is \$1,875,000.

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Mr. Oliver—I think the fact that the hon. gentleman is so sure of his evidence that I am dealing with the subject. Now, with regard to the matter of building up the interests of British Columbia at the expense of the prairie settler, I want to say a few words. It would appear that as soon as the election was over the estimation of those who had won those elections, the lines had been collected, they were ready to protect that they had not been fair and reasonable grounds or as an ordinary business.

The hon. member for Kootenay (Mr. Goodwin) was very emphatic in his desire to furnish a market to the people of Saskatchewan and Alberta by developing the sawmill industry of British Columbia. He said that it was the policy of his government to develop the sawmill industry of British Columbia in order that there might be interprovincial trade. For a contrary, I suppose that is the policy of the party in power, but I think that interprovincial trade might be built up.

There are something like 100,000 people in British Columbia, I do not know how many are engaged in saw-milling, but we will suppose that they are all interested in the development of that industry. It is estimated that the flour from the flour mills of British Columbia, the ordinary man uses during the year, would amount to 1,000,000 bushels of what a year. The production of what by the prairie provinces is a little less than 2,000,000 bushels of what a year.

Mr. Oliver—I do not know anything about the politicians, I am a business man. I am speaking of British Columbia. I am speaking of the lumber industry of British Columbia. I am speaking of the lumber industry of British Columbia.

Mr. Taylor—The hon. gentleman is entirely mistaken so far as those in the lumber industry are concerned. They are not interested in the lumber industry. They are not interested in the lumber industry.

Mr. Oliver—I do not say that there may not be mills in British Columbia which are not interested in the lumber industry, and which are not interested in the lumber industry.

Of this amount of common stock \$2,000,000 has been issued, and the balance of the stock has been issued. That particular section of the sawmill industry in British Columbia which initially had a capital of \$140,000.

Mr. Oliver—We went through the hon. member for Westminster (Mr. Goodwin) and we went through the hon. member for Kootenay (Mr. Goodwin). I forget which has told us how they are ignoring that market. They have about done all their mills and their men are walking the streets of the cities of British Columbia, notwithstanding the increase in the duty that the prairie farmer has to pay.

Mr. Burman—Is it true, or is it a myth, that the mills want the most prosperous part of Canada today?

Mr. Oliver—I cannot answer that question. I am not familiar with all parts of Canada. But I can tell you that the mills will never be made more prosperous by the imposition of a higher duty on the necessities of the lives of the people there, and it is not being made more prosperous by the lumbermen of British Columbia holding their meeting this fall and deciding that with their men out of employment, sit back and wait for the price of lumber to rise. That is not going to make the people of British Columbia richer, and it is not going to make the people of British Columbia richer.

That is what has occurred. They have told us that there is no water or it is under pressure, but in no case can that enormous capitalization be justified on fair and reasonable grounds or as an ordinary business.

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We have some of the finest Trackage Propositions in the West. They are lying along the Grand Trunk Pacific and the Canadian Northern, in the east end of the city in Parkdale, Cromdale and Wedgewood. Look these over they are worth a good deal of consideration.

All of that part of Block 17, Cromdale, lying north of the C.N.R. \$8,500.

All that part of Block 10, Cromdale, lying south of the C.N.R. \$6,000.

All that part of Block 2, Cromdale, lying south of the C.N.R. \$5,500.

Then in Wedgewood there is one of the best triangles in the city. There are seven Lots in the bunch with dimensions as follows: 365 feet on the C.N.R., 206 feet on the 1st Ave. south of Alberta Avenue, 94 feet frontage on Douglas Street. Price \$7,500.

The above pieces of trackage are bound to become very valuable, and the wise man buys now. We have some others that are also interesting.

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LOOK UPON THIS CITY AS THE COMMERCIAL CENTRE OF LAST WEST

Union Bank Superintendent Sees
Great Development Ahead
of Edmonton.

THE UNION BANK WILL CONCENTRATE IN WEST

New Settlers in the North are
Bringing in Much
Capital.

"We have seen folk in Western Canada and looking on Edmonton as the centre of the commercial and agricultural development of the Northwest," said Mr. W. C. Christie, superintendent of the Union Bank of Canada, who is in the city and then gave an interview to a Bulletin representative today.

"The Union Bank," said Mr. Christie, was one of the pioneer banking institutions of Western Canada, and recent and future developments will identify the bank more and more with the west. The outstanding feature of this development in the West will be the removal, which will shortly take place, of the head offices of the bank from Quebec to Winnipeg.

Path in the North.
"A few months ago branches were opened at Grande Prairie and Consort, in the upper river country, and although at the moment there are no new branches contemplated in Alberta the bank is following and intends to follow as closely as possible the development of the province, especially in the north-western part."

"We have great faith," said Mr. Christie, "in the future of the north-western part of the province. It is always a pleasure to come to Edmonton," Mr. Christie said, "one sees such progress here. The business of the bank in this city is a reflex of the city's growth. That this growth is in yet in its early stages is the belief of the bank, as was indicated when last year we moved into large new offices."

"We believe that the development of the great north country will be followed by a corresponding increase in the commercial development of Edmonton. The linking up by rail of Edmonton with the west across the north and with the ports on the Pacific coast must be tremendously important factors in hastening that development."

The future river country was starting to well in this respect, new settlers bringing in a good deal of stock. To a large extent, it is the belief of the bank that the north should go in for mixed farming because of the great facility in these parts at present.

New Settlers. "The new settlers," said Mr. Christie, "are bringing into the province a good deal of capital. It is in the belief of the bank that the north should go in for mixed farming because of the great facility in these parts at present."

Amalgamation Desired.
"What about the rumors of amalgamation of the bank with the Montreal Bank?"

Mr. Christie replied that the statement which had appeared in eastern papers with regard to amalgamation was entirely without foundation. "Mr. Christie said that with the removal of the bank's headquarters to Winnipeg this year the President of the bank would be elected from the Winnipeg board of directors. This movement was meeting with the approval of the shareholders, the greater part of whom are westerners."

Mixed Farming Necessary.
Referring to the fact that the north-western part of the province is still largely unsettled, Mr. Christie said the farmers were being attracted to the west during the present year. He had observed the trend toward mixed farming was growing and he considered that the greater adoption of mixed farming would make the west more stable. The banks were not to choose the west, which would be in the interests not only of the farmers themselves but of the banks as well. In the west, he thought that the north-western part of Alberta was in a much better position at the present time than the southern districts, simply because the north had always recognized the necessity of a mixed farming as a grain.

NEW SANDSTONE BRICK INDUSTRY FOR THE CITY

Plant Employing the Kominick System
to be Established on Old Parkside
Coal Mine Property—Plant Will
Cost \$100,000. Will Have Weekly
Pay Roll of \$5,000.

Edmonton is to have a new industry added to its present rapidly growing list by the establishing of a Kominick system sandstone brick manufacturing plant. F. A. Clary, president and manager of the Kominick system sandstone brick manufacturing Co., Ltd., Toronto, is in the city concluding negotiations for the erection of a \$100,000 plant on the site of the old Parkside coal mine, which property is on the G. T. P. line just beyond East Crest. The contract for the buildings will be let later in order that the plant may be in operation by the first of June. The superintendent of construction for the erection of the building is Herman Schuchman, who is also in the city and he will supervise the installation of the machinery. The work will be pushed forward as rapidly as possible in order to take care of this summer's building trade.

The plant will cover an area of over 25 acres and will produce two out of 25,000 bricks daily. The approximate cost of the plant will be \$100,000. It will run day and night and will have six shifts of over 25,000 per week. The shipping facilities will be excellent on the plant borders the G. T. P. and the C. N. R. tracks, which are only about ten yards apart at this point. The Kominick company has installed plants in Ottawa, Peterborough, Toronto, Pilot Butte, Winnipeg, Brandon and Saskatoon and they own a large interest in most of these plants, thus they are enabled to keep a watchful eye on each plant as to all possible improvements both in machinery and in the process, so that each new plant has embodied in it all the improvements noted in this way. The Edmonton plant will be the largest and most up-to-date plant of its kind in America. Stationary loads of machinery will be installed in the plant, some of which has already been shipped.

The Kominick system sandstone brick has proven to be the most pressed brick on the market, both for residential and factory construction as well as for underground work such as sewers and conduits. It can be manufactured and sold at a figure which can compete with the ordinary brick.

F. Kominick, of Germany, is the original inventor of this process, which is now used throughout the world. Mr. Clary is the owner of the Canadian plant. The Edmonton Brick and Supply Co. will be the name of this new company. The charter is now being taken out in Toronto and the authorized capital is \$150,000. The personnel of the company is made up of Toronto capitalists and there is no stock on the part of the bank.

Coal Mines in Toronto.
Toronto, Ont., March 8.—Toronto is threatened with a coal famine. Dealers here have no reserves, and they do not move the coal now on their hands for fear of the coal strike in the manufacturing centers state that they will not be disappointed if they are compelled to close down and show thousands out of employment. A strike of coal miners seems inevitable.

**ROOSEVELT GOT BIG
MAJORITY IN PRIMARY**
Kansas City, Mo., Mar. 8.—Theodore Roosevelt today received 2,661 votes. President Taft 290, Senator La Follette 84, and several others. Roosevelt's first preference for the primary election to be held in the United States this year. Today a primary was held in the Fifth Missouri congressional district. In Kansas City, where Mayor Thomas was re-nominated with 4,417 against his opponent's 972, Col. Roosevelt received 1,722 and Mr. Taft 327.

C. N. R. Bridge Repaired.
Saskatoon, Sask., Mar. 8.—The Canadian Northern bridge gang finished replacing the span of the railway bridge early this morning and traffic was resumed. Considerable freight congestion has been temporarily caused by the cutting off of the southern communication. H. E. Ambrose's contention was reported unchanged at an early hour this morning but it is thought that he is gaining ground.

Call for Economy in Coal.
Vienna, Mar. 8.—The management of the Austrian state railways have sent a circular telegram to all stations admonishing the greatest economy in the use of coal. A strike of Austrian miners being probable.

NE TEMERE DECREE IN PARLIAMENT

(Continued from Page 14)

the force of civil law in the province of Quebec, and it certainly has not been given my (Bill) in any other province of Canada.

Hon. C. J. Doherty (Minister of Justice).—I have not the slightest hesitation in saying that no lawyer and nobody else will find a judgment of the courts of Quebec setting a marriage null because one of the parties was a Protestant and the other was a Catholic. Let me say further that there is no law and no jurisdiction in the province of Quebec that has held that the marriage of a Protestant and Catholic before a Protestant minister or before an officer authorized, other than their protestant minister, is invalid. There is no possible pretension today that under the law of the province of Quebec the marriage of a Catholic and a Protestant before a Protestant minister is not a perfectly valid marriage, as valid as it could be if the bill were and could be passed by this house and had the force of law. Therefore, no far of the bill may be intended to remedy an evil resulting from the idea that it is a law in the province of Quebec which says that difference of religion between two persons getting married was a cause of nullity. It is a remedy where there is no wrong to remedy. It strikes absolutely into the void.

Mr. Carrol—Is the promulgation of the Ne Temere decree in the province of Quebec after the civil law as it stood before the decree was promulgated in Canada?

Mr. Doherty—No, it is not any other province of Canada.

Mr. Carrol—Nor I cannot speak with familiarity of the laws of the other provinces, but I have never heard of it. However, for whatever reason, I have no hesitation in stating on the "propagation" of the law of the province of Quebec on marriage is the same today as it was before the Ne Temere decree was enacted.

Mr. Clarke (Quebec)—Since the Ne Temere decree would there not be a difference in the judgment of the Ecclesiastical Courts of Quebec and the Ecclesiastical Courts of the province of Quebec? As to the validity of the sacrament I presume there would be no difference. The Ecclesiastical Tribunal would be held. I have no doubt, but the Ne Temere decree would not be valid.

Mr. Doherty—If the hon. gentleman means to draw the deduction that because the ecclesiastical court might, under the Ne Temere decree, hold that view, the civil courts would be in the slightest degree affected, he has drawn the wrong conclusion.

Mr. Clarke (Quebec)—I understand that the Ecclesiastical Tribunal made by the Ne Temere decree consisted of two members. First, that it forbade marriage between a Protestant and a Roman Catholic, and second, that it counted as the doctrine that once a Catholic

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TO HAVE RAILWAY

February 9th, 1912—The Edmonton Capital—Reprint

PAKAN DISTRICT TO BENEFIT THROUGH RAILWAY POLICY

Millions of Acres, Long Settled, Each Contributing its quota of Grain and Stock, at Last to be Linked with the Outside World.

Of all the railway bills to receive the sanction of the Alberta government at the present session, none is more important and none will give railway facilities to a larger population or to a more highly developed country than will the branch secured for the constituency by the member for Pagan, F. H. Leonard.

By the constructing of this branch from Edmonton to the eastern boundary of the province along the north bank of Saskatchewan river, through the village of St. Paul de Metis, there will be served an area of country several millions of acres in extent, in which there is at present no resident population of not less than fifty thousand.

It is safe to say that nowhere in the west could a road be built in a better country or in a country more urgently requiring railway transportation.

Supposing as it may seem the constituency of which Mr. Leonard represents, the Pagan constituency, is the largest constituency in point of population in the province except the constituencies of Calgary and Edmonton—and yet Pagan has never had a railway.

Surprising, also, is it to learn that in the old settlement of St. Paul de Metis is to be found a settlement which has been continuously engaged in agriculture for more than a quarter of a century, a settlement which was established as long ago as the 1837-1838, a settlement in which there have been born and grown old awaiting the day when railway transportation would bring them into profitable communication with the outside world.

And more surprising yet is it to learn that the Pagan constituency contains the most compact population in the province, if not in the west. Within its boundaries, which embrace almost an empire in extent, there have been scattered settlers from all parts of the world, representing the Celtic, the Slav, the Latin and the Anglo-American.

A single glance at the map will be sufficient to show what an important and closely-settled country it is proposed to open up by the construction of this railway. Settlements of various kinds which have become almost household words with the people of this province are to be tapped, settlements such as Plourville, Batoche, Conception, Shady Lake, Saddle Lake, Charleville, and St. Paul de Metis. Every one of these names represents a residential agricultural settlement, the residents of which have been compelled for years to travel from ferry to ferry, five miles or a railway to market their produce.

It is to St. Paul de Metis, however, that the historical interest attaches and to this settlement people familiar with the district look for the earliest development of a thriving agricultural city.

St. Paul de Metis has a story and a history all its own. Away back in the eighties Mr. John A. Macdonald, at the solicitation of Father LaCrosse, set aside a reserve of twelve miles square as a home for the Metis who lived in and about the district. Gathering there together Father LaCrosse established the settlement which has stood to this day. Father LaCrosse's farm was afterward leased to the half-breeds, and a number of them sold out to incoming whites, who recognized the advantage of the district, but not a few of the original settlement on the reserve are there yet, holding their place land which they work in their own way.

In St. Paul de Metis a church was built years ago which has been the centre of the devotional exercises of the district from that day to this. A trading post was long ago established and, gathering around this primitive settlement are the usual blacksmith shop and stopping place and a number of stores which invariably form a nucleus of a settlement, until now the village of St. Paul de Metis is in most respects as fully representative of the way to be found along the railway lines already constructed. By the time the railway gets there St. Paul de Metis will be a thoroughly well-appointed village with graded streets, sidewalks and a fully-constituted municipal council.

One other point of historic interest in the Pagan district is Frog Lake, the scene of the Frog Lake massacre during the rebellion and one of the points of thrilling interest in that memorable campaign. Not far from here is Montevideo, a reserve at which the Montevideo Indians once lived of which played a prominent part in the rebellion, the whole tribe being at one time during the campaign placed under arrest.

At Cold Lake, which is north of the route of the railway, there is a body of water 18 miles wide by 32 long, in which are admittedly the most lake trout in the world. This lake is in places 500 to 600 feet deep and lake trout taken from its waters have been exhibited on the Edmonton market which would make two or three of the largest lake trout ever taken from Superior. Some strange superstitions have sprung up among the Indians about this lake and even to the present day no native Indian can be employed on any terms whatever to take a boat or a canoe across the lake. It being their firm belief that there are evil spirits in the lake, and that to go across a canoe and a canoeist would be a mortal sin and capable of causing in their lives a large boat would be launched upon the lake.

Beyond this lake again are Primrose Lake and Goose Lake, each larger than Cold Lake, but exceptionally deep and cold, and both invested with the remarkable species of lake trout found in Cold Lake.

Three quarters of the Pagan district is north of the belt of lake, the divide between the Saskatchewan and the Red river being about 15 miles north of the Saskatchewan and all the rest of the Pagan district is north of the divide. Cold Lake, Primrose Lake and Goose Lake are all in the Pagan district and the heavy river flow by the heavy river district to the Red River. The Pagan district is in little lakes and cities, making an ideal stock country.

In the vicinity of St. Paul de Metis it is all high and dry, slightly raised and partly wooded with poplar, birch, aspen and spruce, and the country is one which, immediately upon the construction of the road, is likely to become very productive. Last year they grew the first wheat in the district, with practically no frost, and it is characteristic of the country that there has never been a killing frost, the memory of the oldest settlers.

While the land along the route of the railway has all been taken up and there is still an abundance of good land a little farther back, and it is a certainty that during the coming autumn the road will be the largest in the province.

To F. H. Leonard, of course, the member for Pagan, belongs the credit for having secured railway transportation for the district. When the railway was first proposed, which was just being completed in the Alberta legislature, was first framed, he made a determined stand for a guarantee which would secure a railway for the district, and while there were other districts pressing pressing claims, he was able by dint of hard work in the caucus and committee to have his job achieved. Included in the programme which the government finally adopted, he succeeded in having it provided by the legislation which the government adopted that the construction of the road should be commenced within one year from the granting of the charter and that at least 100 miles must be completed within the first year.

The first division on the road will be at St. Paul de Metis, which is just 100 miles from Edmonton, and the Pagan district a thriving little city within the next twelve months. People acquainted with the geography have no hesitation in claiming that it is the natural junction point from which will eventually radiate the branch lines which must be built to Lac La Poudre on the northwest and Cold Lake on the northeast, distances of 80 miles and 50 miles respectively, every mile of which is first class farming country and most of which is well settled. One thing absolutely certain is that there will be no time just in commencing construction and that the road will be completed through to the eastern boundary of the province at a date well within the limit set by the charter under which it is being built.

RECEIVED
No. 24, of 1912
An Act to authorize the Guarantee of Certain Securities of The Canadian Northern Railway Company.
(Assented to, 1912.)

HIS MAJESTY, by and with the advice and consent of the Legislative Assembly of the Province of Alberta, enacts as follows:

1.—From a point on the construction of line of the Canadian Northern Railway at or near Edmonton, there is a north-easterly and easterly direction on the north side of the North Saskatchewan River to St. Paul de Metis, and thence to the eastern boundary of the Province of Alberta.

113-000 240

Investment Extraordinary

AN OPPORTUNITY

Long Awaited by Thousands of English and French Citizens of Golden Alberta

ST. PAUL DE METIS

The Commercial Center of one of the richest agricultural districts of Alberta soon to be connected with Edmonton and other points by hands of steel. The C.N. Railway, now assured will open a vast territory to rapid development. Thousands of settlers the past four years have poured into this wonderfully rich agricultural section North of the Saskatchewan, and await now only the Railroad's coming to start active development of an Empire a hundred miles square in area. There is no C.P.R. Land, nor Hudson's Bay Land to be held back and thus retard development. This rich territory reaching from the Saskatchewan north 100 miles to Cold Lake is rapidly becoming a solid settlement of thrifty and enterprising farmers.

ST. PAUL

100 miles East of Edmonton and 30 miles North of the Saskatchewan River, is the center of this vast and fertile territory. It's future is assured by this fact alone, if for no other reason. But besides from its future commercial supremacy as the center of this rapidly developing agricultural empire, it's future importance as a railroad division point and railroad center is apparent to all who will study the map of Alberta. Situated as it will be on the C.N. Railway, just midway between Edmonton and Battleford, it must surely become the division point of that road. Its importance as the metropolis of this agricultural region cannot be and will not be ignored by the other railroads now looking forward to extensions into this territory. These facts coupled with the knowledge, generally conceded that large coal deposits have been found near St. Paul will materially aid to attraction to railroads. The beauties of St. Paul as a Townsite are not the least of its attractions. It lays high, dry and level with here and there a clump of poplar grove. Lake Therien, fully twelve miles long and several wide, full of fish and dotted with beautiful wooded islands, comes within a quarter of a mile of the Main Street. A Forty Acre Park will be set aside on the Lake Shore and several acres of beautiful Lake Front will be subdivided into Residence Lots. These Lots should appeal strongly to Edmonton people for Summer Home purposes.

WITH THESE POINTS IN MIND can you question the advisability of an investment in St. Paul Real Estate at the prices we quote? We control practically every centrally located Lot in St. Paul, now subdivided or to be subdivided.

The Lots we now offer comprise part of the Homestead of E. Portras, the French Half-Breed Trapper and Trader, who, fourteen years ago, was first to see the importance of St. Paul, as a future center of population and commercial life, and locate there.

The portion now subdivided is centered around the first Store and Home of Mr. Portras and is the HEART of the present and to be business center of St. Paul.

WE DO NOT BELIEVE in subdividing a large townsite to start with, so offer at the present time only about 200 Lots and will add more as the town grows in importance and population.

REMEMBER These Lots now offered are the HEART of the business center. Business Lots sold at Residence Lot Prices; first hand Lots, not Lots sold and resold a dozen times, until when you buy you pay a dozen profits, you should reap these profits yourself. We believe the prices and our plans of development of this important Townsite will advertise St. Paul as nothing else will. We say it is an exceptional investment opportunity and are confident you will agree with us. Visit any of the smaller towns on a railroad, not much larger than St. Paul is today, 65 miles off a Railroad and you will find such Lots as we here offer, selling from two to four times our prices. With the advent of the railroad, St. Paul will speedily grow to a town of from 3,000 to 6,000 people. That will mean to you from 500 per cent. to 2,000 per cent. profit on your investment if you grasp this opportunity and BUY IN THE HEART OF THE TOWN.

St. Paul is growing today. The sound of hammers can be heard on every hand. The citizens are coming alive to their opportunities, they believe in their town and are preparing for her future. Another year will see a long-dreamed dream come true. Then those who purchase St. Paul Real Estate today at Before-Railroad-Prices will reap a harvest of Golden Eagles.

St. Paul Business Centre Lots, 50x140 Ft.---10 Days Only

Main St. from \$450 to \$540

First to Fourth St. \$180 to \$450

Terms--Third Cash, Balance 3, 9 and 18 months. 6 per cent. interest on deferred payments.

REMEMBER--The Sale starts Monday at ten o'clock and continues at these Prices for ten days only. There are only fifteen of the Main Street Lots and they will go quickly. We urge upon you to select your Lots early. Invest NOW and let your money grow with the growth of St. Paul. There is no chance of loss, absolutely none, our claims for St. Paul are based on solid facts, and a full investigation will prove the truth of every statement.

Come and look over views. Come and investigate.

I. H. KLEY & COMPANY

EXCLUSIVE TOWNSITE AGENTS

602 TEGLER BLOCK

EDMONTON, ALBERTA

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BROS.
General Milling, Mining & Timber,
2222 _____ 234 Jasper, Kan.
WANTED--
D. D. LISTING

H. B. R.
om cottage (modern) with full
south of Peace avenue, o
St. Price \$10,000; terms.
om all modern house in Block
lot 190, Price \$5000; terms.
262 Block 2, Price \$18,000

177 Block 14, Price \$2500; terms.
 in Block 4, Price \$4500; terms.
 171 Block 11, Price \$3800; terms.
 on the same amount, 10% in

er of 13th and Vermillion, Price
terms.
15. Block 3. Price \$29,000; terms
161 Block 11. Price \$3000; terms
186 corner of Vermillion and 10th
\$400; Terms.
112 Block 11. Price \$2000; terms.
162 Block 19. Price \$2500; terms.
127 Block 13. Price \$3300; terms.
164 Block 11. Price \$2350; terms
160 and 182. Block 2. Price

H.B.R. SPECIAL.
Lots with buildings (warehouse
2 residences) Price \$21,000 ;
\$1-3 cash, balance 6 and 12.

WORTH JASPER PLACE
Block 44, Price \$450 each; 1-2
and 12 months.
Includes truckage property. Price
each; terms arranged.

WHYTE AVENUE
11 and 12 Block 59, Price \$15

NORWOOD

the corner Spruce and Sinclair,
Price \$2900; terms.
and 2. in Block 74. Price \$1,
lot Block 60. Price \$850;
the corner Block 74. Price \$1500;
NAMAYO AVENUE

Block 12, R.L. 12, Price
Terms.

LIBERTA AVENUE
Block 6 on avenue, Hem-
Price \$1600; terms.

WESTWOOD
Block 2, Union \$2200-

Block 3, Price \$1650; term.
Block 3, Price \$1550; term.
Block 3, Price \$1550; term.
Block 3, Price \$1550; term.

DORVAL

Block 5, (50x150) Price \$2550;
Block 7 (50x150) Price \$1000
mm.

Block 1 (50x150) Price \$1100
mm.

DOVERCOURT

Block 2. Price \$500 each ;
Block 8. Price \$500 each ;
Block 15. Price \$500 ; terms.
Inst. 2. Block 25000. Approx.

PARDALE
and 19 Block 109. Price \$1250;
to 5. Block 103. Price \$800
ms.
Block 101. Price \$850; terms.

INGLEWOOD

HOUSES
Room all modern house with
on 16th St., south of C.N.
\$12,500; Terms.
St. H.B.R., ten-room house
throughout. Stable and
house. Every convenience,

USES FOR SALE

Street—7-room all modern
R.L. 12. Price \$6200; cash

y Street—9-room all modern
o good stable; Price \$3600 ;

Avenue—4-room all modern
ce \$4650; 1-2 cash, balance

WESTGROVE
and E. Acre Lot 12, Block 4,
0; Terms.

BPOS

